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THE MACAO QUESTION.

A REPLY TO THE PORTUGUESE
VERSION.

[CANTON INFORMATION BUREAU.]

CANTON, September 28th.

Last Saturday, the *Hongkong Daily Press* published what, we take it, is to be read as the official Portuguese version of the recent incident at Macao. The statement opens with the admission that "various incidents have occurred recently relating to the question of Portuguese and Chinese jurisdiction all of which have been determined with more or less difficulty by the authorities at Canton and Macao." We concur. But what follows in the Portuguese version is an obvious falsification of history. "These incidents or conflicts," it is said, "far from being due to a desire to enlarge Portuguese authority—a desire which does not exist—are rather due to a want of comprehension of the right, duties and obligations of nations in their relations to each other, on the part of subaltern or junior Chinese officials, who maintain a doubtful discipline amongst their subordinates."

A CONCLUSIVE ANSWER.

The conclusive answer to this attempt to find the cause for these "incidents or conflicts" in Chinese truculency rather than in the Portuguese desire to grab more Chinese territory, is to point out that whereas in 1848, the area of Macao was actually less than 3 square miles, it is to-day considerably more than 11 square miles and, if the Portuguese claim were allowed, it would exceed 60 square miles!

As the Portuguese statement has plunged into history, and bad history at that, it is necessary to rehearse the relevant historical facts involved in the case. The settlement of Macao originally comprised the tip of the tongue of land jutting out at the southern extremity of the West River delta, known as the Delta of Heung-Shan. The Portuguese were at first no more than squatters and, according to a well-known book of reference, they first obtained a footing on a vacant lot near the shore under the pretext of drying wet cargo, and in 1557 were permitted by the Chinese Government, then under the Ming Dynasty, to erect factories on the payment of Tia 20,000. Later, the Portuguese made a new arrangement with the Manchu Government, which required them to pay an annual land tax of Tia 500 and prohibited their movements beyond two barrier gates. These gates "were opened 6 times a month, when the Portuguese were supplied with rice and other necessities."

A SCRAP OF PAPER.

The land tax of Tia 500 was paid until 1848, when the Portuguese—brought about by the first Opium War—violated the agreement, refused to pay the land tax and expelled the Chinese authorities. It was about this time that the desire to enlarge Portuguese authority found its first notable expression. "The northern boundary of Macao, which then ran across the centre of the tongue of land, was pushed back to include the entire peninsula, right up to the barrier on the sandy isthmus connecting the settlement with the rest of the delta. This illegal state of things, created by the Portuguese, continued down to 1887, when the Protocol of Lisbon and the Treaty of Peking legalised the Portuguese occupation of Macao in return for the Portuguese undertaking to suppress the smuggling trade in opium—which, by the way, is still vigorous and flourishing in the settlement."

The Portuguese statement appears to invoke article 2 of the Treaty of Peking. The article stipulates that "Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries (of Macao), which shall be determined by a special Convention; but so long as the delimitation of the boundaries is not concluded, everything in respect of them shall continue as at present without addition, diminution, or alteration by either of the parties."

LAPPA'S SPRING-WATERS.

At the date of this Treaty of Peking of 1887, the water-boundary between Macao and the Chinese territory known as Lappa Island, lying opposite to it, was not an acute issue—if it were an issue at all—because (a) the Portuguese authorities at the time had a more or less correct comprehension of the right, duties and obligations of nations in their relations to each other; (b) it was only in 1909 that the Portuguese began dredging work with the view of making the Port of Macao available for the largest river-boats and ultimately overseas-shipping; and (c) in 1887, the Portuguese had not yet contemplated the seizure of Lappa Island for the twofold purpose of enclosing the port entirely for Portuguese territory and securing for Macao the best potable water in that section of the delta region. There is little doubt that the Lusitanians are thirsting for Lappa's spring-waters. But they are also wanted by the rightful and immemorial owners of the soil.

THE STATUS QUO OF 1887.

In these circumstances, the Portuguese statement wholly begs the question when it contends that, in view of the maintenance of the *status quo* of 1887, stipulated by article 2 of the Treaty of Peking, "it follows that if the port of Macao was solely under Portuguese jurisdiction in 1887, China cannot exercise any authority in the waters of the port." The entire point at issue is what are "the waters of the port" of Macao. The historical evidence is completely against the present Portuguese contention that those waters included, in 1887, the Chinese side of the inlet separating Macao from Lappa Island. And even if the evidence—which is not the case—were less conclusive as to what were the "waters of the port" of Macao in 1887, the briefest consideration of the question, under the

guidance of settled law, would show the *status quo* of 1887 to be precisely what is affirmed by the historical facts of the case. We cast this treatment of the issue into the form of a series of numbered statements:—

1.—It is to be noted that the inlet or waters between Macao and the Chinese island of Lappa were once exclusively Chinese.

2.—Prior to 1848, the Portuguese occupied Macao as yearly tenants of the Chinese Government.

3.—The refusal of the Portuguese to pay the annual land-rent of Tia 500 rendered their occupation of Macao, from 1848 to 1887, tortious and illegal.

4.—The Treaty of Peking legalised the Portuguese occupation of Macao in terms tantamount to a cession of the territory of the settlement as from the date of the Treaty.

5.—While there was no general rule of International Law which could automatically fix the land frontier of Macao, there was, at the date of the Treaty of Peking (and it is still a rule of law), such a principle of the Law of Nations which determined the frontier line of the state bordering on an inlet, in the middle of the river.

6.—As Macao was legally ceded to the Portuguese by the Treaty of 1887, it necessarily follows that the boundary line between it and the Chinese territory of Lappa Island then lay along the middle of the inlet separating the two.

7.—Hence, the *status quo* of 1887 was that the "waters of the port" of Macao extended up to and not beyond the middle of the inlet, the waters on the Lappa side being entirely under Chinese jurisdiction. On this view, the case against the Portuguese contention is complete both in law and in fact.

ANOTHER "SCRAP OF PAPER."

It is unnecessary to go afresh into the particular facts of the incident, except to state that—besides being due generally to the persistent violation of the Treaty of 1887 on the part of the Portuguese—it was specifically provoked by another characteristic Portuguese violation of the written agreement made between Canton and Macao authorities last year as a *modus vivendi* pending the final settlement of the matter. It is one of the terms of the agreement that the Portuguese shall not interfere with Chinese fishing-boats which may be beached for cleaning or repairs near Ngan Hang, a purely Chinese village on the exclusively Chinese territory of Lappa Island. In violation of what may be justly described as a provision which sums up, in a single brief sentence, the spirit of the Treaty of 1887, the Portuguese truculency and Chinese philosophic submissiveness, the Macao harbour master has stationed a launch near Ngan Hang in order to compel Chinese fishing-boats to go to the Macao side of the river or to take out licences issued by him. There are, however, limits even to the yielding tolerance of the Chinese with their inherited belief in compromise as an expression of the saving grace of common sense. Hence, the recent incident.

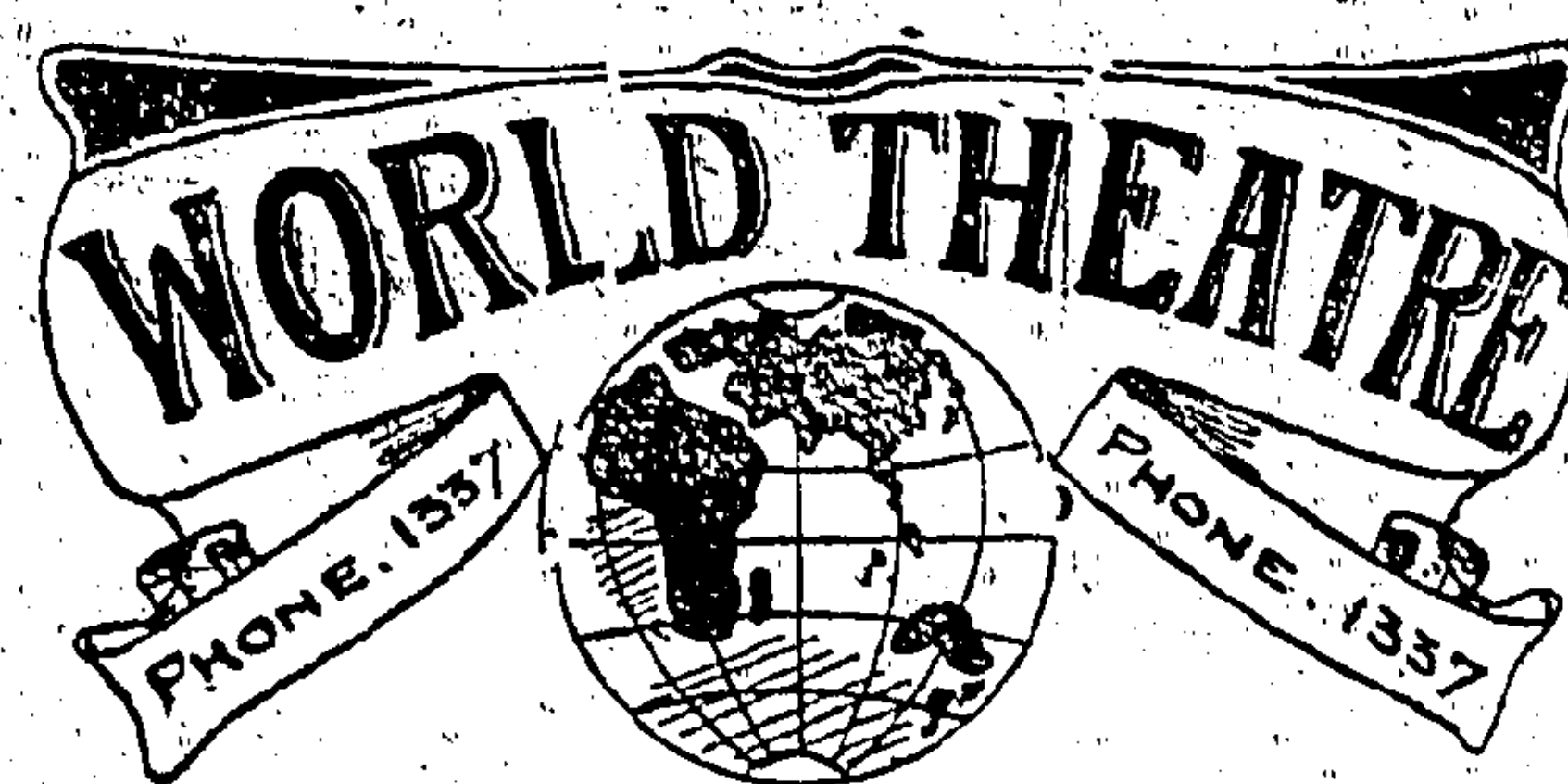
MONTI CARLO OF THE ORIENT.

The language of the Portuguese communiqué compels us to make a necessary reference to Macao as a centre of pernicious human activities which no government, definable as civilised, ought, to tolerate far less legalise. Some years ago it was the centre of the slave trade in the Far East. To-day it is one large opium den and gambling "hell" and something worse which we must refrain from specifying. "Macao," we read in a popular guide-book in a passage devoted to the amenities of the place, "is popularly known as the 'Monte Carlo of the Orient'—there being several large gambling establishments, conducted under Government control, the licences bringing in a large revenue to the Colonial Treasury. Besides licensed gambling houses, there is a lottery conducted by the Government. The lots are drawn once a month, the highest prize being as large as \$150,000." From these illegitimate monopolies and traffic in human frailties, Macao derives an annual surplus revenue of 8-7 million dollars. Practically the whole of this large sum is remitted to the home government, although this process of colonial milking is masked by a method of appropriation which appears to divert the money to the assistance of the Portuguese colony of Timor off the N.W. coast of Australia.

[The popular guide book from which the extract is quoted in the last paragraph of this communication must be considerably out of date, and somewhat inaccurate also, we think. There is no lottery conducted by the Government at Macao. There was formerly one conducted by the Santa Casa Misericordias, but the first prize was never higher than \$50,000. That lottery, ceased several years ago. Two or three small Chinese lotteries still flourish, under Government license.—Ed. H.D.P.]

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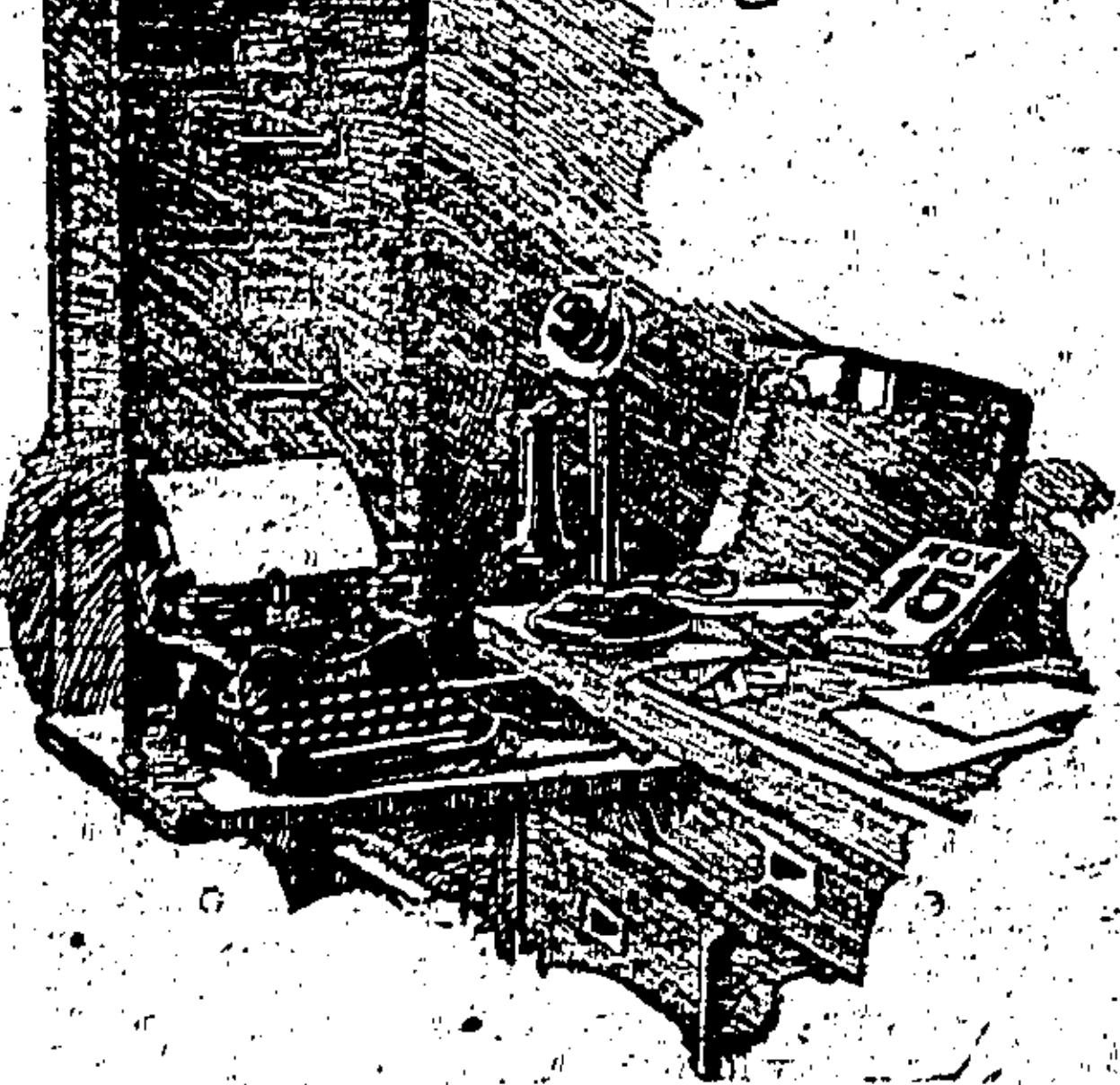
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INTERPORT AQUATIC FESTIVAL. HONGKONG WINS THE HALF-MILE. OPENING OF THE MEETING.

The Interport Aquatic Festival opened, quietly, yesterday afternoon, when two events were contested in the harbour outside the Victoria Recreation Club's headquarters. A lighter, moored at right angles to the Praya, indicated an 80 yards course over which the half-mile was contested. There were two prizes; the first presented by Capt. L. Hussey. The following had entered for the race:—

SHANGHAI.—E. A. Th. Siemssen, F. A. Remedios, J. R. Torley, J. W. Brown, and B. W. MacCabe.

HONGKONG.—J. Johnstone, G. Jack, D. Laing, C. Marcal, J. Soares, and J. Wood.

Of these, only five faced the starter, Siemssen and Remedios, for Shanghai, and J. Johnstone, G. Jack and D. Laing for Hongkong. For the first of the 11 lengths the competitors took things quietly and were all together. They all adopted the over arm stroke but Remedios was noticeably less comfortable in using this stroke than the others. He was swimming very nearly submerged. In the next length, Johnstone began to get ahead and Remedios to fall behind; the other three kept close together. This continued until after the fourth length, Johnstone increasing his lead a little and Remedios getting further behind. He then gave up the contest. After the sixth length, Siemssen also threw up the sponge, winded, so only Hongkong competitors were left. Jack and Laing were swimming together; Johnstone had a lead of 20 yards and was steadily increasing it. At the ninth length, Laing ceased swimming; it was the finishing and he said, afterwards, that he thought it was the last length. No doubt 700 yards seemed like 880, in the circumstances.

After this, therefore, the race lost interest to some extent, except as a test of endurance. The first prize was already as good as won and there was no competition for the second place which, but for Laing's error, might easily have been won. The contest, for he and Jack had shown themselves to be evenly matched, up to then.

In the last length, Johnstone increased his speed to a marked degree and finished in fine style, amid loud applause, in 12mins. 57.2-secs. Jack, who was evidently almost winded, finished in 13mins. 28-secs.

The winner's times at the end of each length were as follows:—

First length	38.3-secs.
Second	2.04 3-mins.
Third	3.16
Fourth	4.27
Fifth	5.40 3-8
Sixth	6.53
Seventh	8.08
Eighth	9.20
Ninth	10.36
Tenth	11.48
Eleventh	12.57 2-5

THROWING THE POLO BALL.

The entrants for this contest were:—Shanghai: R. W. MacCabe, L. Goldman, O. J. Encarnacao and F. A. Remedios. Hongkong: E. Buschert, M. L. Ralston, R. C. Witchell, G. A. Carvalho, J. Soares and L. M. Franco.—First prize by Mr. O. B. Brooke.

MacCabe (Shanghai) won, throwing the ball 74 feet. Buschert (Hongkong) was second (64ft. 9ins.).

On the day, Hongkong gained 3 points for a first, and 2 for a second in the half-mile, and 2 for a second in the second contest, making 7 points in all. Shanghai scored 3 points for a first, so that Hongkong has a lead of 4 in points.

The following are the patrons and officials of the Festival:—

President.—H.E. Sir Reginald Edward Stubbs, K.C.M.G.
Chairman.—Hon. Mr. Claud Severn, C.M.G.

Patrons.—H.E. Lieut.-General Sir G. M. Kirkpatrick, K.C.B., K.C.S.I., His Honour Mr. Justice H. F. Gumpert, Commodore Bowden Smith, O.B.E., R.N., The Hon. Sir C. P. Chater, C.M.G., Lt. Col. W. O. Sanders, D.S.O., Hon. Mr. P. H. Holyoak, Hon. Mr. Lau Chu Pak, Hon. Mr. A. G. Stephen, Sir Robert Ho Tung, Hon. Mr. T. L. Perkins, O.B.E., Hon. Mr. Ho Fook, Mr. Robert Shawan.

Judges and Committee.—Hon. Mr. J. H. Kemp, C.B.E., Commander Hake, R.N., Mr. R. H. Dyer, A. Silva-Netto, A. H. Corroll, Mr. G. A. Carvalho, G. Walgrave, R. W. MacCabe, Commander Preston, R.N., Dr. C. Forsyth, Messrs. J. Rodger, A. McKirdy, T. Meek, A. E. Alves, and R. J. Wilton.

Referee.—Mr. W. Logan
Starters.—Messrs. A. Alves, R. C. Witchell, and A. E. Alves.

Time Keepers.—Captain F. Wheeler, Master Gunner May, Messrs. J. O. Finch, W. Anderson, A. McKirdy, J. Johnston, and

Competitors' Stewards.—Messrs. J. Johnstone, G. Sewall, J. Evans, G. Carvalho, M. L. Ralston, E. Buschert, V. O. Labrum, and Q. M. S. Alderton.
Hon. Treasurer.—Mr. A. E. Alves.
Hon. Secretary, Mr. R. C. Witchell.

The compradors of Messrs. Anderson, Meyer & Co., at Tientsin, has addressed a circular letter to various persons and newspapers in Shanghai suggesting the formation of a Compradors' Union "for the purpose of maintaining China's rights at the Pacific Conference." After calling upon compradors generally to bestir themselves for the benefit of the country, the writer alludes to the good relations which have existed between foreigners and their compradors for 100 years—in which period they have enabled their employers to make plenty of money—and suggests that now, in turn, they should assist their employers' sympathy in the cause of China at the conference. Failing such support, they should one and all resign their positions as compradors.

A TORN DOCUMENT. SUMMARY COURT ACTION.

An I.O.U. which had been torn into a plaintiff's case, in an action in the Summary Court, before the Puisne Judge (Mr. J. R. Wood), yesterday.

Mr. Leo Longinotto represented the plaintiff, and Mr. C. H. Lyson the defendant. It was admitted that defendant signed the note, but Mr. Lyson said he signed it as a witness. Mr. Lyson pointed out a stroke under defendant's signature and said it was perilously near the edge. The missing corner of the note would substantiate defendant's story.

The note was handed up, and His Honour and the two solicitors examined it under a reading glass.

Mr. Longinotto put forward the suggestion that when the note was signed the parties might not have had any paper and so tore off a piece from a letter or some other document, which would account for it being in the condition it was. He thought that the stroke under the defendant's signature looked more like copying ink than ink and submitted that it did not belong to the signature at all.

His Lordship did not agree. He thought the line was in ink and in the same ink as the signature.

The Judge found, as a fact, that the paper had been reduced in size since it was signed by defendant, and it would appear, he added, that the stroke made by defendant was cut through at the bottom of the paper. He gave judgment for defendant, with costs.

THE POISONING CHARGE.

CHINESE "SANITARY" ARRANGEMENTS.

The hearing of the charge of putting arsenic in food—a dish of stewed paddy worms—was continued, before Mr. R. E. Lindell, at the Magistracy, yesterday afternoon. One of the assistants in the Chinese chemist's shop where the food was eaten, gave evidence that he immediately suspected the "gritty substance" in the food to be arsenic. He recognised it from his experience of the substance in dispensing. The witness mentioned that he was in charge of the poisons in the shop. He kept the stock of arsenic in an unlocked chest of drawers, with his clothes. Asked if he considered it safe to keep poisons in an unlocked chest where anybody could get at them, the witness indicated that he considered it a sufficient precaution to hide them under his clothes in the drawer.

Point was given to the discussion at the Sanitary Board, this week, by the statement, in the course of the afternoon, that, in this chemist's shop, there were no sanitary conveniences—the kitchen floor was used for this purpose.

The hearing was again adjourned.

THE IMBROGLIO AT MACAO. PATRIOTIC ATTITUDE OF SHANGHAI PORTUGUESE.

The strained relations existing between the Canton and Macao Governments have led to inquiries being made in Shanghai as to what volunteers will be available for service should Macao require them. The question of the boundary between Canton and Macao has formed the subject of somewhat heated argument for a long time now and it is recognized that matters must come to a head some time. It is said that lately feeling has been running very high and the worst is feared.

When the inquiry came from Macao, Captain A. M. Diniz, of the Portuguese Co., S.V.C., informally called his men together, as being possibly the strongest organization of that nationality here, explained the situation and asked for their views. It was made clear that the business in no way concerned their service with the volunteers and, if they went, they would go as private Portuguese citizens, to be uniformed and armed by the Macao Government and serve under that Government.

The loyalty of the Company is a matter for pride, as every member signified his willingness to obey the call, if and when it comes.—N.C. Daily News.

TO-NIGHT'S CONCERT.

The programme of the third concert by Anna El-Tour, Leo Podolsky, Vera Miroya, kindly assisted by Harry Orr, Mr. van Tack, Mr. Gonzalez, which takes place in the Chamber of Commerce Hall, this evening at 8.30 is as follows:—
At the Concert: Tchaikovsky, Borodine, Rachmaninoff, Scriabin.
Prelude: Leo Podolsky.
Fantasia: Leo Podolsky.
Oriental: C. Cui.
Vera Miroya.
(Violin obligato: Mr. Van Tack.)
A Persian Song: Rubinstein.
A Hebrew Song: Rimsky-Korsakoff.
The North Star: Glinka.
A Russian Folk Song: Dargomyzsky.
Over the Don: Moosorgsky.
Mushrooms: Leo Podolsky.

Caricature of a Russian Dance (A Popular Melody): Vera Miroya.

Interval.
The First Meeting: Grieg.
With a Water Lily: Grieg.
The Way of the World: Grieg.

Anna El-Tour.
Romance of Variations: Leo Podolsky.
You are the lid of my heart: Leo Podolsky.
Where do you go? Leo Podolsky.
Sleigh Song: Leo Podolsky.

Humorous: Leo Podolsky.
Tack, Mr. Gonzalez.
Humorous: Vera Miroya.
(Violin obligato: Mr. Van Tack.)

THE CABINET CRISIS IN PEKING.

SUPER-TUOHUN'S AND THE PREMIER'S RESIGNATION.

POSITION OF THE FOREIGN MINISTER.

PEKING, September 29th. Both General Chang Tso-lin and General Tsao Kun, on learning of the Premier's intention to resign telegraphed urging him to remain in office.

Briefly the position appears to be that while the President is willing to accept the resignation of the Premier, after a sufficient number of rejections to comply with official custom, General Chang Tso-lin and General Tsao Kun want General Chin to remain in office. If General Chin persists in retiring a trial of strength will occur between the nominee of the President and that of General Chang Tso-lin. As followers of the President Messrs. Chou Shu-mou, Chu Chi-chien and Chien Nung-hsun, are mentioned, while Mr. Wang Nai-ping would doubtless be the choice of General Chang, but the President's supporters are not anxious for the post of Premier, knowing that the crisis has been brought about by a dire shortage of funds in the exchequer.

The retention of Mr. Pan Fu is said to depend entirely upon the Premier's action. Mr. Pan Fu stands with the Premier, whereas several other members of the Cabinet are very dissatisfied with the present financial conditions. Dr. Yen's intention to resign is based on the absence of proper financial provision for the Delegation to Washington and the Premier's dictum that the personnel of the Delegation must be cut down by at least 50 per cent. As passages by sea had been booked for a party of upwards of 100 people and the work divided up between those who had been notified of their inclusion, Dr. Yen's arrangements were upset and he determined to resign. His present intention is to retire both from the Foreign Office and the Delegation, but enormous pressure continues to be brought upon him with regard to both posts. It is still hoped that the necessary financial arrangements will be made and that he will reconsider his decision in both cases, but as far as can be seen at present there is little ground for such optimism.—Reuter.

THE UPPER YANGTZE STRIFE.

SZECHUANESSE STOP ALL SHIPPING.

NEW MILITARY MOVEMENTS DEVELOPING.

HANKOW, September 29nd. A wireless message from Ichang yesterday stated that the str. *Yangtze*, in accordance with an experiment, proceeded a mile above Ichang where she was fired at three hundred shots were purposely fired at the vessel and 20 his recorded. The ship returned to anchorage after having gone two miles above Ichang.

It seems likely that the Szechuanese intend to stop all river-traffic, no matter under what flag the vessels are running. The Northern troops are coming out, in an enveloping movement about 12 miles east of Ichang.

It is reported that General Liu Hsiang demands the policing and garrisoning of Shanghai and Ichang, and also the control of West Hupeh and the Salt Administration.

It is being considered whether attempts should be made to communicate with the Szechuanese on the right bank. The Chihli peace party and the British and Japanese Consuls may cross the river on board H.M.S. *Scarb* and try to arrange a stoppage of firing. It is not intended to return fire, however, should they be attacked. If a landing is denied, the *Scarb* will return.

The Northern forces are estimated at 10,000; there is also a column of unknown strength coming Shensi.—Reuter.

CHOLERA SCARE AT SHANGHAI.

NOTHING EXCEPTIONAL IN RECENT OUTBREAK.

The N.C. Daily News of September 24th says:—

Over much of a scare appears to have resulted from the definition by bacteriological examination of the Municipal Laboratory, last week, of 25 cases of cholera, amongst Japanese. As a matter of fact, these all occurred amongst an isolated colony in Woosung Road and are directly traceable to some food imported from Japan. The contacts have all been isolated and there is scarcely any likelihood of any further spread. In the same week 29 other cases were reported amongst Chinese.

There has not been a really bad cholera year since 1913, the outbreak of last year being the worst and this was not regarded as in any way exceptional. This year's outbreak is in no way as bad as that of last year and there is further safety in the knowledge that the Health Department has now the most up-to-date methods for diagnosis and treatment. We were informed yesterday by Dr. O. Noel Davis that cholera conditions in the Settlement just now are in no way abnormal or out of season and there is no cause for a scare; indeed, we are actually better off than we have often been before.

A sensation was caused in Kobe on September 17th upon the arrival of the N.Y.K.S. *Inaba Maru*, bound for London, when a dozen of the water police boarded the liner and arrested three Koreans, who are suspected of being leaders in the Korean Provisional Government's administration in Shanghai. The Koreans boarded the boat at Yokohama. No definite evidence has been secured against the men as yet, but they are being held under strict police surveillance. Many letters and documents were seized when their quarters on the boat were raided.

THE COTTON OUTLOOK.

SPECIAL REPORT.

The firmness of the cotton market of late must be puzzling a good many people, and, if this firmness has not prompted them so far to act, it nevertheless ought to have awakened some interest. In face of an unprecedented big carry-over and a new crop moving in another month or two, prices advance steadily.

What is the cause of it? In the first place it is due to the old story of action and reaction, and to the fact that every big change in the market's position, whether bullish or bearish, is not only being exploited to the full, but is always being exaggerated and vastly overdone. We admit that we are traversing a crisis of unprecedented magnitude, but future developments will prove that the very low prices of about 10-11 c. were no more justified than 40c. cotton about a year ago. Inflation still exists and cotton cannot be grown and sold at a profit on a basis of 10, 11, or even 12c.; in fact the cost of production is said to be 17c. This being the case, cotton, naturally, could not stay long at the low level reached. With a big supply available and very little off-take there was no other way out of the difficulty but to materially reduce the acreage and the use of fertilizers. We felt convinced all along that this would be done, and for months past we have warned our friends against such a contingency and its probable effect on prices. This prophecy is now an accomplished fact. Not only have we an area planted, roughly 30 per cent. under last year, but the crop is doing badly in all the principal States and particularly in Texas. The difference displayed by the farmer at planting time on account of the low prices then ruling is now beginning to tell, while the weather, generally, is unfavourable, not to speak of damage by the ever-increasing boll-weevil, etc. All our crop advices from most reliable American friends are couched in a very bullish tone. As an instance the following extract of a letter just received from a Texas correspondent about shows the state of affairs:—

"Crop south of Southern Pacific main line has deteriorated terribly in past thirty days, and present prospects in South Texas very poor; East Texas prospects poor; Central North and West Texas prospects good. However, crop is generally late; in view of fact had an abnormally mild winter last year and early spring, danger from early frost would be much greater than usual. If information as to acreage is correct would estimate Texas crop at fifty to sixty-five per cent. of last year, but think would require favourable conditions to produce sixty-five per cent. of last year; same applies to Oklahoma. Demand fairly good; basis has advanced about hundred points in past thirty days."

South Carolina, Georgia, Florida, Alabama and Louisiana are equally in a bad way, or roughly 50 per cent. of the whole cotton belt. Since the last Bureau report the crop has gone on deteriorating and we are naturally still at the mercy of possible damage by frost later. In contrast to what happened last season, when the crop materially improved and held its own fairly well, the plant now is not only in a very poor condition but badly on the decline, so that a recovery is next to impossible. This is a very serious matter.

So far the poor crop outlook has been treated with more or less indifference for the reason that, whatever the crop, there will be enough cotton to go round, considering the big carry-over and the still anything but satisfactory state of trade. That may be so, but we are afraid that, with the realization of such a small yield as now looks probable, the price of cotton will have to undergo a material re-adjustment. Prices last season were unduly depressed both on account of a much larger crop and at the same time a smaller consumption than anticipated, while sentiment and pessimism generally played no small part in helping the downward movement. At present the relation between the probable supply and demand is entirely reversed, and consequently there is every justification for a material appreciation in the price of the commodity even leaving out entirely the question of cost.

According to Hester, the consumption last season amounted to 104 millions. We admit that the trade situation generally is still bad, but there are indications and leading authorities agree that we have seen the worst and that things are on the mend. From a price standpoint it is immaterial who is absorbing the cotton; but we cannot imagine that the world's requirements will now be less than 12 millions, against 14 and 15 millions prior to the war. An improvement in trade cannot be delayed much longer, and the consumption is bound to be on the increase in the long run. With prospects now of a crop of only about 8 millions, it seems useless to hope for lower prices. In reality the discrepancy between the size of the forthcoming crop and the probable consumption is so great that the chances are decidedly in favour of a higher plane of values sooner or later, although natural reactions will, of course, be inevitable from time to time.

REBS BROTHERS, LTD.

The *China Evening Post* (Shanghai) reports that certain Cantonese merchants are planning to lay out a large Chinese public garden near the Kiangwan Road, with a subscribed capital of Tls. 6,000,000. It will have an area of more than 1,000 mow of land, and will contain an hotel, numerous shops, a moving picture show, etc.

The following officers of the Royal Marines have been posted to the battleship *Zetoun* for the Prince of Wales' voyage to India and Japan:—Major L. D. Briscoe, Royal Marine Artillery; Lieut. J. E. G. Wills, Royal Marine Artillery; Lieut. J. M. Fuller, Plymouth Division; R.M.L.I. A Royal Marine gunner will be appointed later.

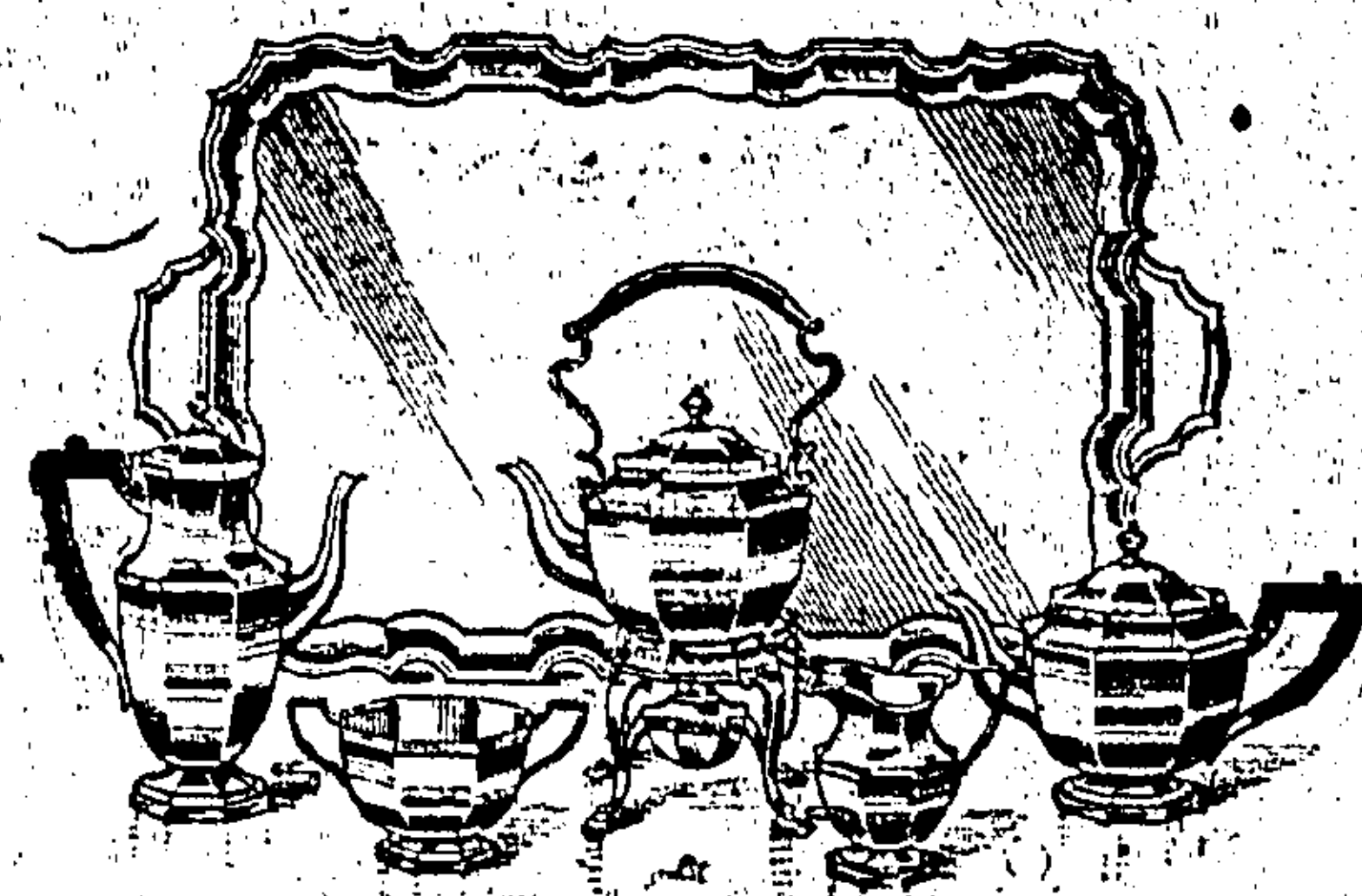
MAPPIN & WEBB'S

RENOVED

SILVER & PRINCES PLATE

INSPECTION INVITED

OF HOUR-LARGE-NEW STOCKS



THE "QUEEN ANNE" OCTAGON SERVICE

WE HAVE

A UNIQUE SELECTION OF GIFTS

SUITABLE FOR WEDDINGS

&c. &c.

Lane, Crawford & Co.

MANDER BROTHERS

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"WATER PAINTS"

Particulars and shade books on application.

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Tel. 1741.

HONGKONG

NEW "REGAL" RECORDS

7479 (WHERE DO THE FLIES GO? I KNOW WHERE THE FLIES GO.

7481 (OH WHAT A PAL WAS MARY. I'M FOREVER BLOWING BUBBLES.

7483 (NOBODY KNOWS SWEET EMALINA, MY GAL.

7312 (IF YOU WERE THE ONLY GIRL. ANOTHER LITTLE DRINK.

7231 (A PERFECT DAY. SOMEWHERE A VOICE.

ANDERSON'S

Powell

TELEPHONE 3148.

TAILORING DEPARTMENT.

We have received a smart selection of

AUTUMN and

WINTER SUITINGS

in

FLANNELS, CHEVIOTS, HOMESPUNS.

SERGES &c.

These have been marked at competitive prices. There are Suits for \$55.00. Sports Coats \$27.50 which we guarantee in style and fit.

SEE WINDOW.

NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE

THE building now known as Hotel Mansions will on and after OCTOBER 1st, 1921 be known as UNION BUILDING. By Order of the Board.
C. MONTAGUE BDE,
General Manager.
Hongkong, September 28th, 1921. 1510

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of OCTOBER, 1921, at 2 P.M., at the Offices of the Public Works Department, by Order of His Excellency THE GOVERNOR of One Lot of CROWN LAND at Mongkok in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area	Annual Rent	Upset Price
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.	1,354		

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of OCTOBER, 1921, at 2 P.M., at the Offices of the Public Works Department, by Order of His Excellency THE GOVERNOR of One Lot of CROWN LAND at Shaukiwan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area	Annual Rent	Upset Price
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.	2,113		

NOTICE TO CONSIGNEES.

THE P. & O. N. Co.'s Steamer

"BARDINIA"
Arrived Hongkong on Sept. 28th, 1921.
FROM ANTWERP, LONDON, PORT SAID, ADEN, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and THURSDAY.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.
Hongkong, September 28th, 1921. 1513

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship.

"ATSUTA MARU"

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before Noon, TODAY.

Goods not cleared by 5th Oct., 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Co.'s representatives at an appointed hour on THURSDAY and FRIDAY. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Agents.
Hongkong, September 29th, 1921. 1514

NEW ADVERTISEMENTS

NOTICE

To the next-of-kin of—
JAMES KENNEDY, late of Owen and Piggott, Cashel, in the County of Tipperary, Ireland, Farmer, deceased.
and particularly to the children (if any) of MICHAEL KENNEDY a brother of the deceased and PATRICK KENNEDY son of deceased brother EDWARD KENNEDY. Pursuant to an order of the High Court of Justice in Ireland, Chancery Division, made in the matter of the Estate of the above-named Deceased, Thomas KENNEDY Plaintiff and Thomas DOWDALL Defendant all persons claiming to be next-of-kin, according to the Statutes for the distribution of the Estate of the above-named deceased living at the time of his death on or about the 18th day of

CABLES.

LATEST CABLES.

TO AWAKEN INDUSTRY.
MR. CHURCHILL'S SUGGESTION.

LONDON, September 28th.
Mr. Churchill, addressing the gathering at the Gold Coast Civil Service dinner, suggested that something might be done to relieve the present lack of enterprise and initiative in the business and industrial world by placing orders for railway material and all apparatus needed to develop the natural resources of the Crown Colonies, which Parliament had so far neglected.

Many of our old customers, Mr. Churchill said, have disappeared. We have killed a lot of them, and put others in the bankruptcy court, so that they are unable to repay their orders which we are entitled to expect. Why did we not look in the great circle of the British Empire, where there were assets, in which we could sink \$200,000,000 in the next ten years with certainty, recovering every penny invested? It seemed to him that the development of the Crown Colonies was one of the factors which ought to be used in solving the temporary collapse of markets and purchasers. (Cheers.)

GOVERNMENT'S PROPOSALS FOR
TRADE REVIVAL.

LONDON, September 28th.
The Premier has invited the Financial Secretary of the Treasury to arrange for a number of financial experts and commercial representatives to travel to Gairloch to discuss the Government's proposals for trade revival.

The Board of Trade favours the extension of the scheme of export credits while land reclamation and road development will, also, be considered.

INDIAN UNREST.
CIVIL DISOBEDIENCE PROGRAMME.

BOMBAY, September 27th.
The Conference of the Nationalist Congress and the Khilafat Workers in Sind has passed a resolution requesting the Congress to adopt civil disobedience from November 1st.

TRIAL OF ALI BROTHERS.

KARACHI, September 27th.
The trial of the Ali brothers, Dr. Kitchlew and four others opened to-day before the City Magistrate.

Police witnesses gave evidence saying that the utterances of the accused proposed securing the resolution of the Khilafat Conference in July, declaring, *inter alia*, that it was at present unlawful for a Mussulman to enter or remain in the British army.

UNEMPLOYMENT PROBLEM.
SIR ALFRED MOND'S OPINION.

LONDON, September 27th.
Sir Alfred Mond, addressing pressmen at the Ministry of Health, declared that unemployment is due to causes over which the Government has no control. They must try to stabilise foreign exchange, so that British foreign trade may improve, and the cost of production must be reduced. He was glad to say that there seemed to be some indication of more confidence on the part of purchasers, as more orders were being received. Unemployment insurance had been a big weapon in dealing with the situation. It was hoped to extend its scope by the Government advancing \$20,000,000 to an unemployment insurance fund. The position was serious, but he was not in any way pessimistic.

SOUTH WALES COALFIELD.
OWNERS QUESTION INTERPRETATION OF SETTLEMENT.

LONDON, September 27th.
A serious position has arisen in the South Wales coalfield owing to a misinterpretation of the settlement of the last coal strike, the Mines Department requiring the owners to contribute a further 10s. per ton, amounting to \$750,000, towards wages. The owners expected the sum to be provided from the Government subsidy of \$10,000,000, of which \$2,000,000 remains.
After a hurried meeting at the Cardiff Coal Exchange the owners decided to close a large number of collieries. If the decision is carried out the unemployment situation in South Wales will be seriously aggravated.

COAL EXCHANGE QUOTATIONS
SUSPENDED.

LATER.
Following the South Wales coal bombshell, all quotations were withdrawn at the Swansea Coal Exchange to-day in view of the uncertainty of the position.

LATEST CABLES.

BELGIAN AERODROME FIRE.

BRUSSELS, September 28th.
A great fire has destroyed the Evere aerodrome and many aeroplanes have been burnt. The explosions of petrol were heard in Brussels.

"PORT AUGUSTA" FIRE.
BROUGHT UNDER CONTROL.

CAPE TOWN, September 27th.
The fire on board the *Port Augusta* has been extinguished. Apparently, only a number of pianos have been destroyed.

DRUGS CONFERENCE.
FRENCH RESOLUTION REFERRED
TO COMMITTEE.

GENEVA, September 27th.
The French Government's opium resolution has been referred to the Opium Consultative Committee, which later submits the question to the Council.

LEAGUE OF NATIONS.
THE SIXTH COMMITTEE AT WORK.

GENEVA, September 28th.
The Sixth Committee has adopted unanimously the combined resolution by Lord Robert Cecil and M. Schanzer asking the Military Commission to draft general proposals on the reduction of armaments for submission to next year's Assembly.

The resolution resulted in a lively debate, in which Mr. Fisher, M. Schanzer and Lord Robert Cecil participated.
The Committee then discussed the Russian famine. Dr. Nansen vehemently denounced "the deplorable political atmosphere surrounding the problem," flatly denying the rumour that one of Mr. Hoover's food trains had been pillaged by Soviet troops. He declared that the American relief organization was now feeding three million children, instead of one million.

Lord Robert Cecil warmly upheld Dr. Nansen's agreement with the Soviet, which he considered thoroughly satisfactory, and urged the Committee to express approval of the agreement.

Mr. Fisher wound up the debate, declaring that the Governments were not able directly to assist the relief schemes.

EARLIER CABLES.
GERMAN DEMOBILISATION.
ALLIED CONTROL COMMISSION'S
DEMANDS.

BERLIN, September 27th.
A Note of the Inter-Allied Control Commission demands that the German police force be immediately reduced to the level demanded by the Entente, and declares that nothing has been done to carry out the stipulation for decentralising the force, which, still organised in tactical units, is really a mobile fighting force similar to the Reichswehr.

ALARMIST REPORTS.

LONDON, September 27th.
In connection with the revival of alarmist reports in regard to the strength of the German Army, Reuters learns authoritatively that the Inter-Allied Control Commission is perfectly satisfied with the progress of the surrender and destruction of German armament. Official quarters state that there is not the slightest apprehension of any possibility that Germany will be able to organise and equip an army of such size as to constitute a danger to the Allies. There are plenty of men, but all the necessary armament and equipment is lacking.

SYNDICALISM IN GERMANY.
WORKMEN TAKE POSSESSION OF
DYEWORKS.

BERLIN, September 27th.
A message from Frankfurt states that workmen have taken possession of the dyeworks at Höchst, and will not allow anyone to enter without their consent. There has been no disorder. The French authorities have announced that they will not interfere, but have requested the workmen to refrain from violence.

ALL-RUSSIA COMMITTEE.
MEMBERS CONDEMNED TO DEATH.

LONDON, September 27th.
In view of the alarming reports regarding the safety of members of the All-Russian Committee, Dr. Nansen telegraphed to M. Tschichorin asking whether the report that four members of the Committee had been condemned to death is true.

FASCISTI DEMONSTRATION.

ROME, September 27th.
A band of Fascisti or extreme Nationalists headed by a Deputy, Sgr. Vicini, demonstrated in front of the Prefecture at Modena. The troops fired, killing five and wounding 25, Sgr. Vicini being among the wounded.

LATEST CABLES.

SOYA BEAN.

HUNGARIAN DOCTOR'S DISCOVERY

LONDON, September 28th.
"It is the matter of the highest political importance that the West should learn the lesson of cheaper living as taught them by the East in the adaptation of the soya bean as an article of food. Given the existing situation on the Continent, this is the only real solution of the problem of reconstruction," says a statement made to the *Times* Vienna correspondent by Dr. Berzeller, a young Hungarian who is experimenting with soya bean as food.

Dr. Berzeller claims that he has succeeded in creating three foods, namely, bread, flour and milk, in which the biological factor is taken into account.

This "manna" bread is the cheapest in the market, very palatable and easily digested, while the "manna" milk is very similar to cow's milk at one-sixth the cost. He suggests that these food-stuffs are suitable to combat the Russian famine, owing to their cheapness, compactness and speediness of production, while the diffusion of these foodstuffs would lead to the permanent cultivation of the soya in the Ukraine, which will be very important to the future provisioning of Europe.

ART CONGRESS.
CHINA'S REPRESENTATIVE.

PARIS, September 27th.
The International Congress on the History of Art has been opened. China is represented at it by Mr. Lou Kuo, manager of the Chinese School Delegation in Europe.

AFGHAN TREATY.
PROBABLE INFLUENCE OF
DELEGATE.

SIMLA, September 28th.
Ghulam Siddiq, member of the Afghan Mission to Europe, has returned to Kabul. His arrival is expected to influence the Indo-Afghan negotiations, in view of the experience he gained in Europe and elsewhere.

SOVIET CLAIM IN UNITED
STATES.CLAIM FOR POSSESSION OF
STEAMERS.

NEW YORK, September 28th.
The Soviet Government sued the Federal Court for possession of certain Russian steamers in New York waters. The Judge held that the Soviet Government could not appear as a litigant in American courts, because it was not recognised by the United States.

EARLIER CABLES.
SOVIET PROPAGANDA IN
THE EAST.

FOREIGN OFFICE OPINION.

LONDON, September 27th.
The Foreign Office is of the opinion that the Soviet reply to Marquis Curzon does not attempt to answer the very grave charges against the Soviet, which are based on definite evidence. The Soviet, apparently, merely contents itself with stating that certain individuals are not involved. This is unimportant in view of the well-known fact that, owing to their mutual distrust, the heads of the Soviet departments are always changing.

U.S. PEACE TREATIES.
"NOT MATTER FOR PARTY
ACTION."

WASHINGTON, September 27th.
The conference of Democrat Senators decided that the peace treaties are not matters for party action, hence individual Senators are free to follow their own judgment in the voting in regard to ratification.

U.S. SUBMARINE SINKS.
OPEN TORPEDO-TUBE THE CAUSE.

LOS ANGELES, September 27th.
The United States Pacific fleet submarine R-6 sank at anchor in San Pedro Harbour, owing, it is said, to an open torpedo-tube. Two of the crew are believed to have been drowned.

GRAND TRUNK RAILWAY.
SHAREHOLDERS' COMMITTEE TO
APPEAL.

LONDON, September 27th.
The Grand Trunk Railway shareholders' committee has decided to appeal to the Privy Council.

LATEST CABLES.

"CASTOR" ACCIDENT.

LONDON, September 28th.
A message from Riga says eight members of the crew of the cruiser *Castor* were drowned in an attempt to lower a boat in heavy seas.

AIRMANSHIP.
WORLD'S SPEED RECORD BROKEN

PARIS, September 27th.
The French airman Sadi Le Conte has broken the world's speed record by attaining 206 miles in an hour.

WAR IN ASIA MINOR.
WHY GREEK OFFENSIVE FAILED.

SMYRNA, September 28th.
Reviewing the operations in Anatolia in August, it is now evident that the Greek offensive failure involved a great sacrifice. Their right wing was too extended, when they crossed the river Sakharis and the Turks attacking drove back two divisions in disorder, with heavy loss, including most of the artillery.
The Greeks were completely held by the Turkish second line, upon which the Turkish counter-offensive developed, with considerable and unexpected reserves against the exhausted Greeks, whose General Staff, after a hurried council of war, decided to retreat behind Sakharis.
It is estimated that the Greeks lost 25,000 men in a desperate fighting. The Turkish losses, also, were very heavy.

EARLIER CABLES.
"A FIGHTER OF INFIDELS."NATIONALISTS HONOUR
MUSTAFA.

CONSTANTINOPLE, September 27th.
The National Assembly at Angora has conferred upon Mustafa Kemal the rank of Marshal and the title of Ghazi, the latter designation being an honour given to a fighter of infidels.
Mustapha, replying, said he would not lay down arms until the last Greek had been driven from Turkish soil.

ROYALTY TO VISIT ANATOLIA.

ATHENS, September 27th.
King Constantine and the Crown Prince will arrive at Anatolia on the 29th inst. Great preparations are being made for a popular welcome.

LATEST CABLES.
ARGENTINE LOAN.

BUENOS AIRES, September 28th.
Negotiations have been concluded for an American loan for the Argentine Government of \$50,000,000 at 7 per cent.

EARLIER CABLES.
TO RESTORE EXCHANGE AND
STIMULATE TRADE.

NEW YORK, September 27th.
A syndicate of financiers has purchased two-year seven per cent. Argentine Government Treasury gold notes to the amount of \$50,000,000. This is the first financing of Argentine bonds from New York for five years. The operation is expected to help to restore exchange and to stimulate trade.

MARTIAL LAW IN BELFAST.

SALUTARY EFFECT OF NEW
REGULATIONS.

LONDON, September 27th.
"Gunmen" in the riot area of Belfast had a sample of martial law for two hours prior to curfew last night, troops clearing the streets with the bayonet.
Colonel Campbell, who has been appointed military governor of the city, immediately issued regulations which had the most salutary effect, shooting ceasing after 8 o'clock a.m. yesterday, though there were sporadic attacks with revolvers and other weapons during the day.
A military commander issued concerning this says that Catholics were connected in nine cases, including three where workmen were driven from employment. In the tenth case a Protestant was beaten in a Catholic area.

FIRE AT NOTTINGHAM
SOAPWORKS.

LONDON, September 27th.
Damage to the amount of \$20,000 was done by fire to a soapworks at Nottingham. Many hands are rendered temporarily idle.

"Chinese" Wilson, as he is called—he is really Mr. E. H. Wilson, a Birmingham man, and formerly a journeyman gardener at Kew Gardens—is one of those who have found that romance and adventure are still to be had for the asking. As a result of four journeys into Western China in the past 14 years, says *World's Work*, he has doubled the number of distinct species of woody plants capable of being grown outdoors in England; sent to the Arnold Arboretum, near Boston, Mass. (where they are now growing), more different and distinct trees and shrubs than are to be found native in the cool, temperate parts of Eastern North America; collected in the interior of China, within the last few years, and successfully introduced into cultivation; more new plants than any other plant hunter. Mr. Wilson is not yet 50, but, in addition to his Chinese travels, he has also searched Japan and Korea with good results, and is now on a journey round the world.

OUR LONDON LETTER.

LORD ESHER'S STORY OF THE
REAL LORD KITCHENER.
BRITISH RAILWAYS AGAIN UNDER
PRIVATE CONTROL.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 18th.

THE KITCHENER TRAGEDY.
Lord Esher's book just out under the title, "The Tragedy of Lord Kitchener," tells the general public what was known since the early days of the war to some and suspected by many. The book is based on the author's correspondence and upon a journal which he kept during the momentous years from 1914 onwards. He does not publish everything he knows; indeed, he proposes "with the consent of his co-trustees of the British Museum to seal up the correspondence for sixty years—the period of reticence selected by the author of 'Waverley'—after which" Lord Esher thinks, "they may be of interest to some future historian."

But he tells enough, and tells it plainly, showing that Lord Kitchener was unequal to the task with which he was confronted at the outbreak of the world war. Lord Esher sets the matter down without any equivocation. "He was no longer the K. of K. of the Sudan and South Africa, and he only as yet was aware of the tragic fact. The governing forces of the situation overwhelmed him, but only his intimate friends guessed what was happening." Then we read that Kitchener was "unreceptive to new ideas, disinclined to adopt new methods which he himself did not originate, slow to take advantage of the experience of lesser men." Burdened with this mental equipment he was called upon to work with a civilian Cabinet. Hitherto his word had been law; now he had to act with a Cabinet of 21. No wonder he did not succeed in these circumstances.

Some of his political colleagues disliked him, some distrusted him, some feared him; but he became involved in intrigue—it could not be otherwise—and his powers were taken from him one by one: munitions, recruiting, and, finally, operations. The leader did not lead; and Lord Esher says when Kitchener went to Gallipoli in November, 1915, many hoped he would not return. Truly it was a tragedy that such should come to pass, and not less so because even then the great masses of the people everywhere still thought of Kitchener as a hero.

THE RUSSIAN FAMINE.

Appeals are being made in England for succour for the unfortunate millions in Russia who are dying from famine. But, to speak quite frankly, the view generally taken is that while it is distressing to hear of the horrors of the calamity, it is not to be supposed that the public will respond as would have been the case had the conditions been different. There is the humanitarian feeling, and on that score a desire to assist; but there is also the feeling that assistance means the bolstering up of Bolshevism. The scare started in some of the papers as to a danger to this country from cholera, which is said to be travelling westward, is not justified. The arrangements for dealing with disease at English ports is so excellently organised that it would be extremely difficult for infection, except in isolated cases, to break through the sanitary cordon.

THE KING'S CIVIL LIST.

In view of the public attention which has been directed towards the income of King George, by his Majesty's patriotic request for Parliamentary permission to liquidate a part of his personal property and thus meet a deficiency not of his own making, it is instructive to recall the history of what is now known as the King's Civil List. A friend who is an authority on the subject has given me some details. The List stands at the present figure of £470,000, of which only £110,000 a year is allotted to their Majesty's Privy Purse, which has probably more and greater demands upon it than are made on the income of any private person in the country.

The Civil List dates from the reign of William and Mary. Originally the income of the Sovereign consisted of Crown revenues from land, Excise duties, and other sources, supplemented by money specially assigned by Parliament. In 1702 George the Third surrendered the greater part of the hereditary revenues in England and accepted in their place a Civil List of £280,000 per annum. On the accession of William the Fourth the Civil List was fixed at £510,000 per annum; and Queen Victoria's Civil List was settled under similar conditions. King Edward the Seventh placed his hereditary revenues unreservedly at the disposal of Parliament, and, following the recommendations of a Select Committee of the House of Commons, the Civil List Act of 1901 made the amount payable for the List £470,000. This is the amount at which it stands to-day.

RAILWAY DECONTROL.

The railways are now freed from a Government control that has lasted over seven years. The history of those years owing to the war, the trade slump and the coal strikes, has been gloomy. Havoc has been played with railway finance, but the outlook now is more cheerful, and the railway companies are putting an extraordinary amount of energy into their services with the determination to make good the ground that was lost under control.
The companies are fortunate in the moment in which they have come into their own again. It seems probable that the nation has seen the worst of the strike trouble, and trade conditions are somewhat better. Moreover, the bargain which the railways have made with the world.

MARRIED OFFICERS' ALLOWANCES.

THE UNFAIR TREATMENT OF
NAVY.

The anomalous position of naval officers in being refused the marriage allowance conceded to those of corresponding rank in the Army was brought to the notice of the House of Commons last month. Rear-Admiral Adair, on the third day of the Appropriation Bill, and Thursday by Lady Astor, upon the motion for the adjournment.

Rear-Admiral Adair pointed out that the marriage allowances conceded in Year's Estimates to lower deck rates of the Navy were withheld from officers—an anomaly which left the naval officer the only member of the three fighting forces who was not given anything towards maintaining a wife and child and a home. The Admiralty had regarded the recommendations of the Grand Fleet Committee of 1918, who pointed out that naval officers had kept up two establishments—namely, their own maintenance on board ship and a home for wife and family on shore. They had, moreover, abolished the measure of an allowance of £24 for a child. This was particularly hard on those who had raised themselves by merit from the lower deck to the position of officers. The naval officer was on a whole worse off to-day than in 1914. He should be put in a position equal to that of the men of the three fighting services and enabled to maintain his wife and family in a modest home while he was away in China or the Mediterranean, elsewhere. They would not get the right stamp of men into the naval officer's ranks if they did not pay them sufficient to maintain a wife and family.

Lady Astor quoted a letter from a naval officer's wife, which said: "I married a naval officer twelve months ago, and we are separated for two years because he cannot afford to take me to the Far East. A friend of mine, recently married a soldier from the Air Force who is being trained for the Air Force. He has been sent out to Egypt, and had a free passage for his wife and allowance also." The married officer the Army was getting enough to support a wife and family, and the naval officer was not. The naval officer was sent to the front, and everywhere, and by the nature of things he had practically no money to keep up two homes. The Navy had right to ask whether its services were less valuable to the State than those of other fighting services.

Government has left them with few available for development. Perhaps the best augury for prosperity is the fact that the railwayman have no deep sense of grievance such as the miners had when the mines were decontrolled. The war settlement has been reached without a strike or trouble, and the prediction of a strike has been falsified.

THE ENGINEERS' CLUB.

Members of the engineering profession on your side will be interested to learn that the Engineers' Club in London about the formation of which I wrote some time ago, is now an accomplished fact. Premises have been acquired, Coventry Street and Whitcomb Street formerly occupied by the Road Club; the doors will be opened to members from September 1st. The membership already exceeds 2,500, and new members are being rapidly enrolled.

As I have previously explained, the Club is intended as the London home of the British Engineering profession, resident in this country or coming from overseas. Apart from engineers, professional branches of the profession are eligible for membership, including architects, chemical engineers, metallurgists, etc. The subscription is at present ten guineas per annum for London five for country, and two for overseas members. Mr. E. Manville, M.P., is president of the Club, and Mr. Edmund Hill is acting as hon. secretary.

LETTERS OF CREDIT.

Lloyds Bank has decided to grant "World Letters of Credit" for the use of tourists, travellers, and others journeying abroad. The letters will enable holders to obtain cash at nearly 50 towns in all parts of the British Empire and other countries of the world. This is not, of course, an entirely new departure in banking, as letters of credit have been obtainable almost everywhere, but the extension of the arrangement to most towns will be a considerable convenience to the public. Some of the other big London banks may soon expect to follow the lead set by Lloyds. In that case before long it will be a very out-of-the-way place where visitors possessing a banking account in London need to carry a large sum of money with him.

IRELAND UNDER THE TRUCE.

Following the truce declared in Ireland between the Crown forces and Sinn Féin while the peace negotiations were proceeding both sides have claimed credit for the punctilious regard they have paid to the strict observance of the agreement. But this has its humorous side as is indicated by a story which is going the rounds. It seems that a pickpocket was caught in the act by his intended victim, who desired to hand him over to the police. But the latter, in their regard for the truce and not knowing anything about the parties, were afraid a pickpocket might be a Sinn Féin man, some political motive for his act. Accordingly, they suggested that he should be handed to the Sinn Féin patrol. The Sinn Féin showed an equal respect for the truce, declaring that might be a member of the Crown forces in disguise. Eventually, after long deliberation, it was decided to chain the culprit up to the railings of a church for a day, with a label attached to explaining his offence. I rather imagine that this kind of thing could happen anywhere outside of Ireland. H.B.

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STATE GOVERNOR'S ARREST. CHARGE OF EMBEZZLEMENT.

After an exciting day, Mr. Len Small, Governor of Illinois, submitted to arrest on a charge of embezzling State funds, but he still clung to the legal defence that, as Governor, he was immune, on the ancient theory that he was *de facto* and *pro tempore* king of the State, and the king could do no wrong. This theory, when the judgment of the State High Court was given, was mercilessly riddled, the judge declaring the theory that the king can do no wrong to be "old medieval stuff," which does not run in these United States, and had almost ceased to walk anywhere else.

There were three indictments, one charging the Excellency with embezzling \$100,000, conspiring to defraud the State of \$400,000, and together with the Lieut-Governor of the State, Fred Sterling, and Vernon Curtis, of embezzling \$150,000 interest on public funds. Technically, it was agreed that there was some doubt as to the legality of arresting his Excellency while actually engaged as Governor at the State House, wherefor the State House was surrounded by police and every door watched. The idea was that the Governor, following his usual practice, would emerge to lunch, but his Excellency seemed to be overwhelmed with his work for the people, and did not move from his desk, where he had his shoes shined, his hair cut, and lunch brought in. The High Sheriff planned at one time to rush the Governor's office and seize his prisoner, but wiser counsels prevailed, and finally the Governor himself sent out word that the Sheriff could call for his body at the Executive Mansion to wards the close of the day. They called, and the farce concluded when the Sheriff read the three warrants and asked his Excellency to go to the court-house and give a bond for his appearance at the police-court.

After some demur the prisoner and his guards went in procession to the police-station "just like any ordinary bank robber," to quote one report, followed all the way by cinema operators and still-life photographers. An interview with the State Prosecutor followed, the latter saying, "I regret exceedingly, your Excellency, I have to meet you for the first time under such distressing circumstances, but in this State the law is supreme, and sees no distinction between the Governor and a farm labourer," whereupon the small crowd cheered lustily. The Governor was released on \$10,000 bail, and slept at night in the Executive Mansion.—Daily Telegraph.

NEW LONDON INSTITUTE. THE EDUCATION OF PUBLIC OPINION.

Mr. Herbert Fisher, the President of the Board of Education, opened the temporary buildings of the Institute of Historical Research at the University of London, which have been built and equipped at a cost of £28,000 by an anonymous donor. The new institute is behind the British Museum, and its students will be trained in the methods of historical research and in the use of the English historical archives.

Mr. Fisher said that the occasion marked a notable stage in the development of historical studies. We were prodigiously rich in historical material, and with trifling exceptions this material was stored in London. The University of London would now be recognised as the centre of historical training education, richer in opportunities than Paris or Berlin. The British Institute of International Affairs would be housed in the new premises. This institute was the product of the Peace Conference, and by its power of obtaining contributions from experienced statesmen and civil servants, and from travellers and second-hand men in the Empire, might render a striking service towards the development of enlightened and informed opinion on the march of public affairs throughout the world. Much was to be gained by a close association of modern and mediæval studies in the building.

A CORNISH FESTIVAL. DANCE AROUND A COLLECTOR'S GRAVE.

A curious old festival attracted thousands of people on July 25th to the ancient port of St. Ives in Cornwall.

One John Knill, for thirty years collector of H.M. Customs at that port, settled upon the Mayor and Burgesses for ever an annuity of £10. The trustees are the Mayor, the Vicar, and the Collector of Customs. The deed directs that once every five years the following sums be expended: £10 for a dinner for the three trustees and two guests each; £5 equally divided between ten girls, not over ten years of age, who dance around his mausoleum for a quarter of an hour and afterwards sing the "Old Hundredth"; £1 to a fiddler to play on that occasion; £2 to two widows of not less than sixty-four, who accompany the girls; £1 for white ribbon for the girls, women, and the fiddler; £5 to a man and his wife over sixty years of age who have reared the greatest number of legitimate children; £5 to the best knitter of fishing nets; £5 to the best packer of mackerels; £5 marriage portion to a St. Ives woman married to a seaman, fisherman, or tinner.

Mr. P. K. Hawke acted as Master of the Ceremonies for the tenth time, covering a period of fifty years. One widow, Ann Hoskings, who is eighty-three, had danced on previous occasions. The £1000 award was divided between a woman aged twenty-two and one aged seventy. Rain fell during the ceremony. After the singing of the National Anthem the awards were made, and there was a procession to the Town Hall, accompanied by the town band.

It is consistent with the course of wisdom in a changing world to revise decisions.—Mr. Chamberlain.

WORLD THEATRE.

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[23-9]

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Servants quarters at back.

A GARDEN LOT for a Tennis Court

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1408

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CHEESE

Swiss	...	\$1.25 per lb.
Swiss (Full Cream)	...	1.15 "
Australian Cheddar85 "
Swiss (own make)50 " jar.
Swiss (own make)40 " pat.

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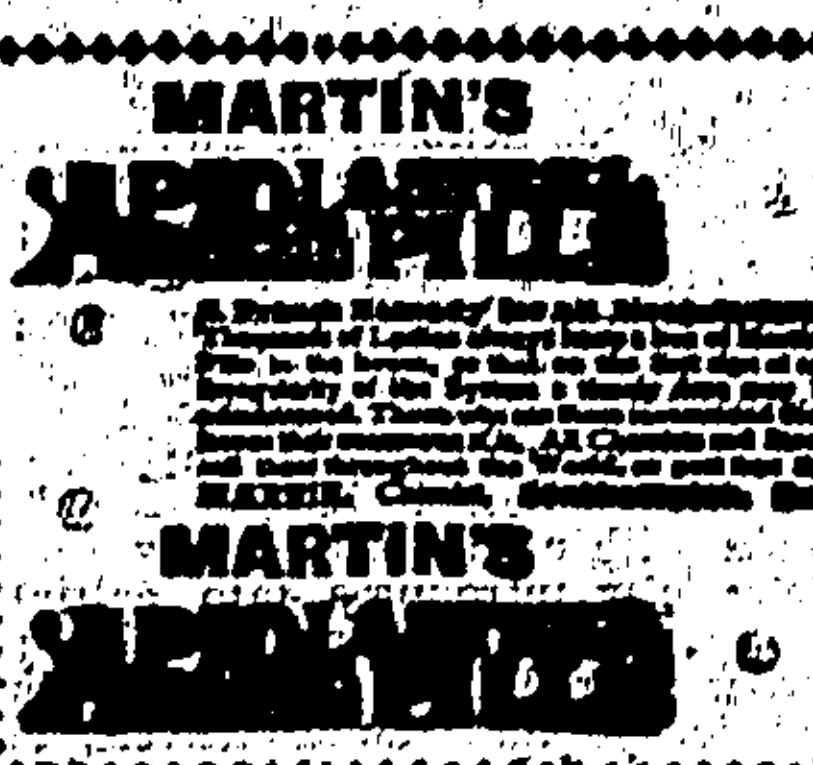
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[1234]



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LLOYD TRIESTINO.

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FUTURE having been re-opened for traffic, cargo is also accepted for this port
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via SINGAPORE, PENANG & COLOMBO.

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Passengers' Luggage can be insured at the Office of the Agents.

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Sailing from Colombo to South African Ports:—
"UMVOLOSI" ... sailing on or about 30th Sept. from Colombo
"UMONA" ... sailing the beginning of Sept.
SOUTH AFRICAN PORTS: from CALCUTTA & COLOMBO.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Through Bills of Lading issued to all Overseas common Ports in U.S.A. and Canada.

KASHIMA MARU (Nagasaki direct) ... Saturday, 1st Oct., at 11 a.m.

SUWA MARU (Nagasaki direct) ... Saturday, 29th Oct., at 11 a.m.

FURUKAWA MARU (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.

KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang
Colombo, Suez and Port Said

ENABA MARU ... Friday, 20th Sept., at 11 a.m.

KAMO MARU ... Friday, 14th Oct., at 11 a.m.

IYO MARU ... Friday, 29th Oct., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.
MITO MARU ... Saturday, 23rd October.

MATSUYE MARU ... End of November.

LIVERPOOL & GLASGOW via MARSEILLES.
LIBBON MARU ... Monday, 2nd Oct.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 18th Oct., at 11 a.m.

AN MARU ... Tuesday, 15th Nov., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.
DURBAN MARU ... Thursday, 20th Oct.

NEW YORK via SUEZ.
RANGOON MARU ... End of Oct.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.
KAWACHI MARU ... Middle of November

BOMBAY via Singapore, Penang and Colombo.
TAMUNO MARU ... Wednesday, 28th Sept.

AKITA MARU ... Monday, 17th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
NAGANO MARU ... Tuesday, 27th Sept.

BENTEN MARU ... Sunday, 9th Oct.

NAGASAKI KOBE & YOKOHAMA.
AKI MARU ... Friday, 14th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
ATSUTA MARU ... Thursday, 29th Sept., at 11 a.m.

SANUKI MARU (omitting Shanghai) ... Thursday, 29th Sept.

KAMAKURA MARU (calling Nagasaki) ... Wednesday, 18th Oct.

KIRIN MARU (omitting Shanghai) ... Wednesday, 12th Oct.

For further information apply to— **NIPPON YUSEN KAISHA**
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Average Rates for Single Rooms (without Bath) including meals

Y10-12 in cities and some popular resorts

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Matsuyama Hotel
Nara Hotel
Tokyo Station Hotel
Kashima Hotel
Miyako Hotel
Nara Hotel
Tokyo Station Hotel
Kashima Hotel
Miyako Hotel
Nara Hotel
Tokyo Station Hotel

IN TAIWAN (FORMOSA)

Taipei—Taiwan Railway Hotel

IN CHOSUN

Kyoto Hotel
Nagasaki Hotel
Shizuoka Hotel

IN MANCHURIA

Changchun Hotel
Yamato Hotel
Hotel (Makden) Yamato Hotel
Dairen Hotel
Yamato Hotel
Bryun (Port Arthur) Yamato Hotel

BACK TO GOLD STANDARD.

DISCUSSION AT INTERNATIONAL
CHAMBER OF COMMERCE.

A BRITISH BANKER'S EMPHATIC
SUPPORT OF DEFLATION.

In the course of a discussion at the
London Congress of the International
Chamber of Commerce, held in London
recently, Professor Gustav Cassel
(Sweden) moved an amendment to a
resolution urging deflation of the currencies,
proposing to strike out the words
"and progressively decreased" in the
sentence "the inflation of paper currency
should be stopped and progressively de-
creased." The only true remedy, he said,
was to restore stability immediately.
That could not be done so long as the
internal value of money fluctuated. The
main reason for inflation had been the
two abundant spending by Governments.
Governments must prohibit attempts to
deflate currencies, for it was impossible
to stabilise currency while such attempts
were in progress. Last year he had
issued a special warning against deflation,
particularly in the United States. That
warning had been justified, for one of
the main causes of the present serious
depression of trade and the unparalleled
degrees of unemployment was the efforts
which had been made to increase the
internal value of money and force prices
down. In a period of inflation credit
should be restricted, and at a time like
this, when prices were falling, every
effort should be made to stop that move-
ment and give confidence that bottom
prices had been reached. In that way
they might speedily attain stability.

Mr. G. E. Roberts (United States) said
the great cause of inflation had been the
excessive issue of paper currency. Governments
must remedy that by raising the
funds they required by taxation. No
financial scheme would enable a Government
to support itself in any other way. When
a country desiring to buy from the
United States placed itself in a position
to reduce fluctuations in exchange the
United States would be prepared to
negotiate for the credit required. In
order to accomplish that good security
would be necessary. There were difficulties
in the United States, for it would be
necessary to organise for the giving of
credit, but he believed that would be
possible.

BRITISH POLICY.

Sir Felix Schuster (British Bankers'
Association) said he could not agree with
Professor Cassel with regard to the question
of deflation. Did he suggest that in
certain countries in Central Europe no
steps should be taken to remedy the present
condition, but they should be stabilised
at their present rates? In certain countries
the policy of inflation had been carried to
such an extent that their financial position
could not be restored unless a policy of deflation
and rehabilitation of their currencies on a
reasonable basis was resorted to. Countries
which had departed from their pre-war gold
standard must aim at deflating their currencies
gradually so as to induce the least injury, but with one
object in view, a return as soon as possible
to the pre-war gold standard. That would
be the policy of the bankers of the United
Kingdom, and until that object was attained
he thought they must adhere to a policy of
gradual deflation—certainly in this country.

He admitted that it might be carried
on too rapidly, and that a certain amount
of injury might be inflicted thereby. But
whether it was this year, next year, or in
five, six, or ten years, that was the
policy which he believed was in the
United Kingdom, must have constantly
before us and he did not think we should
rest until we were back upon the absolute
sound gold basis. Until that was obtained
we must deflate. There would be no
stability of exchange, stability of trade,
and harmonious commercial relations
until all currencies were regulated upon
the basis of a common standard, and that
common standard—at present—could only
be gold.

Certain countries had already very
large stocks of gold. If they restored
confidence and took all the measures they
contemplated for rehabilitating Central
Europe to some degree of commercial
activity and prosperity, he was sure
credit would be forthcoming, and means
would be found to increase production,
and increase the exports of these countries,
and thus restore their currencies
gradually to a more normal basis. International
trade could not be restored until
all currencies had that relationship be-
tween common standards which had been
referred to. The first step for countries
with inflated currencies was to put their
internal budgets right, to avoid issues
of currencies for balancing their budgets.
Then the policy of international credit,
which was under consideration, would do
a great deal to restore them to something
at least approaching their previous prosperity.
(Cheers.)

Mr. Watts, on behalf of the United
States delegation, expressed his agree-
ment with the remarks made by Sir Felix.
Professor Cassel said that to accept a
policy of progressive deflation, particularly
by the United Kingdom and the United
States, would put off stabilisation
for many years and would involve a
repetition of other years of the same
character as this year, with fearful de-
pression of trade, no spirit of enterprise,
and an alarming degree of unemployment.
If it was sought to make currency
more valuable, the burden of State debts
would be crushing, that productive
work could not be carried on.

Professor Cassel's amendment was
defeated.

CAVALRY REDUCTIONS.

It is officially announced that the King
has approved of the disbandment, as soon
as the exigencies of the Service permit,
of the Royal Irish Lancers, the 19th
Royal Hussars (Queen Alexandra's Own),
the 20th Hussars, and the 21st
Lancers (Empress of India's). Officers
of these cavalry regiments which are to
be disbanded will be, as far as possible,
offered transfers to other regiments or
arms of the Service.

NOTICES TO CONSIGNEES.

"BEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

The Steamship "BENLEI"

FROM LEITH, ANTWERP, MIDDLESBRO
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th Sept., will be subject
to rent.

All Claims against the Steam must be
presented to the Underwriter on or before the
8th Oct., or they will not be recognised.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th Sept., at 10 A.M.

No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
GIBB, RIVINGTON & CO., LTD.,
Agents.

Hongkong, September 22nd, 1921. [1480]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT
SAID, COLOMBO AND
STRAITS.

The Steamship

"CARNARVONSHIRE"

having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that all Goods are being landed at their risk
into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence, and/or
from the wharves, delivery may be obtained.

Goods not cleared by the 3rd Oct., 1921, at
5 P.M. will be subject to rent.

All broken, chafed and damaged packages
are to be left in the Godowns, where they will
be examined by Messrs. Goddard & Douglas,
on 3rd Oct., 1921, at 10 A.M. Claims against
the Steamer including those for cargo short
delivered must be presented on the special
form provided and must also be submitted
within 30 days of arrival, otherwise they will
not be recognised.

No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, September 25th, 1921. [1501]

NOTICE TO CONSIGNEES.

NANYO YUSEN KAISHA, LTD.

FROM JAPAN.

The Steamship

"CHERIBON MARU"

having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that all Goods are being landed at their risk
into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence, and/or
from the wharves, delivery may be obtained.

Goods not cleared by the 30th Sept., will be
subject to rent.

All broken, chafed and damaged packages
are to be left in the Godowns, where they will
be examined at 10 A.M., on the 30th Sept. Claims
against the Steamer must be presented within
10 days of arrival, otherwise they will not be
recognised.

No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
NANYO YUSEN KAISHA, LTD.,
Agents.

Hongkong, September 24th, 1921. [1502]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

The Steamship

"CHAKSANG"

having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that all Goods are being landed at their risk
into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence, and/or
from the wharves, delivery may be obtained.

Goods not cleared by the 2nd Oct.,
will be subject to rent.

All broken, chafed and damaged packages
are to be left in the Godowns, where they will
be examined. Claims against the steamer
must be presented within 10 days of arrival,
otherwise they will not be recognised.

No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, September 26th, 1921. [1507]

THE EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

The Motorship

"MALAYA"

having arrived, Consignees of Cargo are
hereby informed that all Goods are being landed
and stored at their risk into the hazardous
and/or extra hazardous Godowns of Holt's
Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3d Oct., will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd Oct., at 10 A.M.

All Claims must reach us before the 6th Oct.
or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
MANNERS & BACKHOUSE, LTD.,
Agents.

Hongkong, September 27th, 1921. [1508]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

STRAITS & CALCUTTA ... "KWAISANG" ... Thurs. 28th Sept. 3 P.M.
SHANGHAI & TIENTSIN via SWATOW ... "TUNGSHING" ... Fri. 30th Sept. 11 a.m.
TIENTSIN ... "CHONGSHING" ... Fri. 30th Sept. Noon
MANILA ... "LOONGSANG" ... Sat. 1st Oct. 3 P.M.
BANGKOK ... "FOOSHING" ... Sat. 1st Oct. Noon
SHANGHAI via SWATOW ... "CHOYSANG" ... Mon. 3rd Oct. Noon
HAIPHONG via HOIHOW ... "LOKSANG" ... Tues. 4th Oct. 8 a.m.
SANDAKAN ... "HINSANG" ... Tues. 4th Oct. Noon

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Feringhi and
Singapore, returning from Calcutta steamers proceed via Straits
and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are
fitted with Electric Light and Fans and carry a fully-qualified
Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and
Shanghai, sometimes calling at Swatow. Through tickets can
be obtained, and through Bills of Lading are issued to all
Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good
passenger accommodation, sailings from both ports every Friday.
calling at Hoihow when inducement offers.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo,
calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons
steamers, a.s. "HINSANG" and a.s. "YANNIS" both steamers
having excellent passenger accommodation. Cargo taken on
through Bills of Lading for Kudat, Jesselton, Labuan, Tawau
and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok,
via Swatow, by four steamers fitted with up-to-date passenger
accommodation.

CALCUTTA LINE.

a.s. "KWAISANG" will be despatched on or about
Thursday, 29th Sept., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET,
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

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GENERAL MANAGERS

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Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Due Hongkong
S.S. "PEMBROKESHIRE" ... 20th Oct.
S.S. "GLENIFFER" ... 25th Oct.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
M.V. "GLENAPP" ... 19th Oct. GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "OABNARVONSHIRE" ... 3rd Nov. LONDON, ROTTERDAM & HAMBURG.
S.S. "PEMBROKESHIRE" ... 27th Nov. GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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(KAWASAKI STEAMSHIP CO.)

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The Company has on hand a Large Number of

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ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 5, Daima, Kama.

SHIPPING NEWS

ARRIVALS

September 27th.
Burna Maru, Japanese str., 4,584 tons, Capt. Kobayashi, from Europe via Singapore, with a general cargo—O.S.K.

Yoshino Maru, British str., 1,423 tons, Capt. C. A. Robertson, from Bangkok and Swatow, with a general cargo—J.M. & Co.

Kofuku Maru, Japanese str., 1,938 tons, Capt. Watanabe, from Wakanabe, with coal—Suzuki & Co.

Kuon Maru, British str., 1,308 tons, Capt. L. McC. Hussey, from Amoy—J.M. & Co.

Longchou Maru, British str., 1,220 tons, Capt. A. J. Scott, from Bangkok and Hoihow, with a general cargo—B. & S.

Linan Maru, British str., 1,308 tons, Capt. E. D. Blackburn, from Singapore, with a general cargo—B. & S.

September 28th.
Amakusa Maru, Japanese str., 2,256 tons, Capt. T. Harada, from Keelung, with coal—O.S.K.

Araba Maru, Japanese str., 5,963 tons, Capt. K. Komiya, from Tacoma and Shanghai, with a general cargo—O.S.K.

Atsuta Maru, Japanese str., 4,900 tons, Capt. S. Murazumi, from Singapore, with a general cargo—N.Y.K.

Boero Maru, Dutch str., 4,196 tons, Capt. J. B. Scholten, from Manila, with a general cargo—J.O.F. & Co.

Huashan Maru, British str., 1,570 tons, Capt. W. C. Passmore, from Swatow, with a general cargo—Douglas S.S. Co.

Hydrangea Maru, British str., 961 tons, Capt. J. W. Colloff, from Swatow, with a general cargo—Chiu On S.S. Co.

Kishu Maru, Japanese str., 1,587 tons, Capt. H. Ouchi, from Keelung, with coal—O.S.K.

Sansui Maru, Japanese str., 3,673 tons, Capt. Y. Nakajima, from Singapore, with a general cargo—N.Y.K.

Sardina Maru, British str., 4,109 tons, Capt. Y. G. Cadiz, D.S.C., from London, with iron and general cargo—MacKinnon Mackenzie & Co.

Schodnek Maru, American str., 2,515 tons, Capt. J. A. Klansen, from Hankow and Hoilo, with a general cargo—Admiral Line.

Seima Maru, Japanese str., 835 tons, Capt. T. Horu, from Canton—M.B.K.

Shinsei Maru, No. 2, Japanese str., 554 tons, Capt. K. Yamada, from Keelung, with coal—K. Kinsura.

Spook Maru, British str., 1,594 tons, Capt. E. Monkman, from Canton, with a general cargo—B. & S.

Tingchow Maru, British str., 1,216 tons, Capt. G. Byers, from Shanghai and Swatow, with a general cargo—B. & S.

CLEARANCES

September 28th.
Atsuta Maru, for Shanghai.

Burna Maru, for Shanghai.

Chienkung, for Hoihow.

Chansang, for Swatow.

Gregory Asper, for Amoy.

Hoosier Maru, for Swatow.

Linan, for Swatow.

Providence, for Newchwang.

Sansui Maru, for Kobe.

Sardina Maru, for Shanghai.

Seima Maru, for Keelung.

Spook Maru, for Amoy.

Takuma Maru, for Hoihow.

Tean, for Amoy.

Tingchow Maru, for Canton.

PASSENGERS

ARRIVALS.
 Per s.s. **Atsuta Maru**, on September 28th:—Mr. E. J. Ainslie, Miss D. Lawson, Mr. and Mrs. G. B. Moss, Mr. and Mrs. L. G. Phillips.

Per s.s. **Huashan**, on September 28th:—Mr. S. Fernandez, Miss E. Dunbar, Messrs. F. de Silva, O. H. Hinson, G. Keefe, J. Robinson, T. H. M. Reynolds.

Per s.s. **Nardina**, on September 28th:—Mr. and Mrs. Simpson, Mrs. Laine, Mr. and Mrs. Morton, Miss D. Tonkin, Mr. Mohbs, Rev. E. C. Howe, Lt. J. B. Mitford, Py. Lt. K. V. White, Mr. C. T. Frayne, Lt. F. H. Parkinson, Lt. D. Forbes, Lt. B. W. Galpin, Lt. P. Buck-Keene, Lt. G. Hawkins, Mr. A. A. Mortimore, Mr. J. S. Murray, Mr. Lissaman, Mrs. Dutton, Mr. R. H. Beavan, Mr. and Mrs. Vickers, Mr. B. H. Mellen, Capt. and Mrs. Liddell, Mr. B. de Vries, Mr. Ten Cale, Mr. and Mrs. Lilly, Mr. A. P. Kuemle, Mr. Thunhorst, Sister M. Rodriguez, Sister Anita Saad.

VESSELS EXPECTED

Atsuta Maru (N.Y.K.), due October 13th.

Antiochus (Blue Funnel line), due October 1st.

Bowen Castle (Dodwell-Castle line), due end of November.

Demera (P. & O.), due about October 4th.

Empress of Russia, due about October 6th.

Imaba Maru (N.Y.K.), due September 29th.

Kaga Maru (N.Y.K.), due October 27th.

Karmala (P. & O.), due October 10th.

Kirin Maru (N.Y.K.), due October 11th.

Nyanza (P. & O.), due October 26th.

Sansui Maru (N.Y.K.), due September 29th.

Shidzuoka Maru (N.Y.K.), due October 15th.

Terrella (B.L.), due October 29th.

Wray Castle (Dodwell-Castle line), due second half of October.

FRENCH "GLIDER" ON THE YANGTZE

The French glider, **Fey Sing** (Captain Brochet) was put aboard an up-river steamer at Shanghai last week for transport to Hankow. From Hankow the glider will be taken on a trial trip up-river, with a view to going as far as Changking. There is a crew aboard of three men besides the captain. The glider, says the *N.Y. Daily News*, belongs to the French Mechanical Society, "Klou-Bin." This is the glider which many people will remember as having been on the river at Hankow at the time of the Henli Bowing-Henli in the spring. It is particularly suited for shallow water and goes at an average rate of about 15 miles an hour.

NEW P. & O. LINER

The trials have taken place in Belfast Lough of the twin-screw passenger steamer **Baradine**, the first of the new fleet of steamers of the P. & O. Steam Navigation Co. She is the first of five, three building at Caird's old Greenock yard and two at Belfast. She is 537ft. long by 64ft. beam, and 41ft. deep, with a gross tonnage of 13,300 tons. The **Baradine** is propelled by two sets of quadruple expansion engines balanced on the Yarrow-Schlick and Twecdy system. A sister ship, the **Barabool**, will be launched in Belfast during the winter.

The dining accommodation provides for the full complement of passengers dining at the same time, and the state-rooms (arranged on the popular tandem principle, ensuring natural light and ventilation) are framed and paneled, finished enamel white. The main entrances are of a spacious and airy character, with mahogany stairways and balusters, with corrugated rubber treads. There is a complete electrical installation consisting of four main generators, in addition to which there is a vertical oil engine driving dynamo. The watertight doors are all operated and controlled electrically from the captain's bridge.

THE LLOYD TRIESTINO FLEET RETURN OF THE "KOERBER"

The agent of the Lloyd Triestino, at Shanghai has informed the Press, that he is in receipt of a cable from the company's head office at Trieste to the effect that the British Government has returned the str. **Koerber** to the Lloyd Triestino and has undertaken to pay all costs of repairs. The **Koerber**, which was on the Far Eastern run, was seized off Port Said in August, 1914, and taken to Alexandria. She was not, however, declared a prize by the Prize Court at that port, but was commandeered by the government and used throughout the war as a transport. There is reason to believe that all other boats belonging to this line commandeered by the Allies, will shortly be returned to the Lloyd Triestino, with the exception of the str. **Bohemia**, **China** and **Sicilia**, all of which were seized by the Chinese government when China declared war.

BUILDING FOR THE GLEN LINE

At the Clydebank yard of Messrs. John Brown & Company the motor ship **Loch Katrine** has been launched to the order of the Royal Mail Steam Packet Company. The **Loch Katrine** is similar in dimension and design to the **Glenapp** and the **Glenogle** of the Glen Line, and also to two further vessels for the same firm, the **Glenary** and the **Glenbeg**, which are completing at Messrs. Harland & Wolff's yard. It is designed to carry approximately 14,000 tons of cargo at a speed of 12 knots. She will have an oil-carrying capacity of 1,300 tons of fuel, and when fully laden fuel consumption will be under 20 tons daily. This result has been achieved by the sister ships of the Glen Line.

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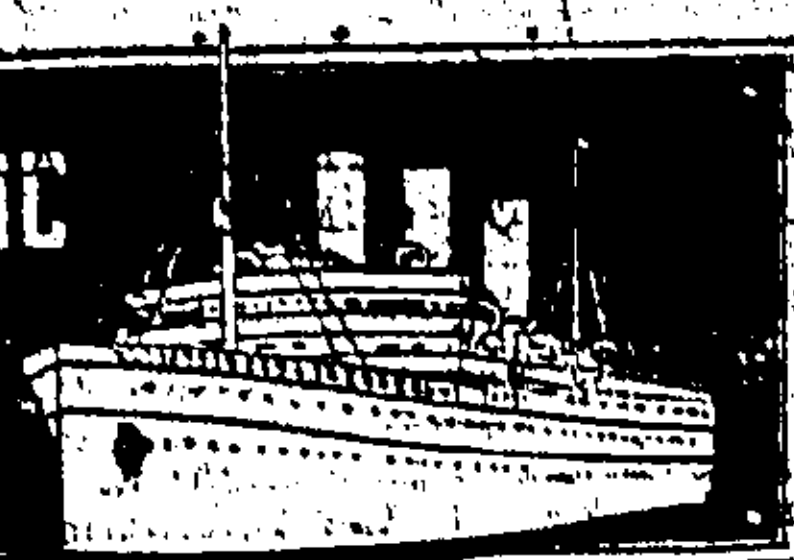
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Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 5	Dec. 26
Montesiglio	Dec. 31	Jan. 25

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LONDON, ROTTERDAM, HAMBURG & GLASGOW
S.S. "KENTUCKY" ... 3rd Oct.
LONDON, ROTTERDAM, HAMBURG & GLASGOW
S.S. "CITY OF PEKIN" ... 29th Oct.

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For particulars of sailings shippers are requested to apply
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Sailings from Hongkong.

S.S. "EUBYMACHUS" ... via Suez Canal ... 13th Oct.
S.S. "CITY OF ADELAIDE" ... via Suez Canal ... 1st Nov.
S.S. "TYDEUS" ... via Suez Canal ... 18th Nov.

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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DESTINATION	STEAMER & DISBURSEMENT	SAILING DATE
HONGKONG, KORE & YOKOHAMA	"ANDRE LEBON" 22,000 ...	On or about 10th Oct.
MARSHALLS via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUEBOUT, SUEZ & PORT SAID.	"ARMAND BEHIC" 11,000 ...	On or about 22nd Oct.
	"ANDRE LEBON" 22,000 ...	During 1st part of Nov.

For full particulars regarding sailings, etc., apply to—

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"HAILONG" ... Capt. W. Cooper | FRIDAY, Oct. 7th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	15th Oct.	Marseilles, London & Antwerp
"DUNERA"	5,400	18th Oct.	Singapore, Colombo & Bombay
"SARDINIA"	8,800	28th Oct.	Marseilles, London & Antwerp
"KARNATA"	9,000	11th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	25th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" ... 7,000 ... 4th Oct. ... Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	8,000	17th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	5,000	19th Sept. 6 A.M.	Amoy Shanghai & Kobe
"SARDINIA"	8,800	29th Sept. 4 P.M.	Shanghai, Moji, Kobe & Y. Hamu
"ARAFURA"	8,000	29th Sept. 4 P.M.	Yokohama direct.
"DUNERA"	5,400	2nd Oct.	Shanghai only.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to have Hongkong on or about the
16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON
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All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore
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Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's
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For Further Information, Passages, Freight, Handbooks, etc., apply to—

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LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct
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"ALTA MARU" ... Wednesday, 5th Oct.BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &
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"SEATTLE MARU" ... Tuesday, 11th Oct.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"RASADO MARU" (Passenger Service) ... Wednesday, 6th Oct.DELI & BANGKOK via SAIGON & SINGAPORE—Regular PASSENGER
Monthly service.
"KISHU MARU" ... Saturday, 1st Oct.SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and
Pacific Islands.
"VICTORIA MARU" ... Monday, 3rd Oct.VICTORIA, VANCOUVER, SEATTLE & TACOMA—
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intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in
connection with Chicago Milwaukee and St. Paul Railway.
"ARIZONA MARU" ... Thursday, 20th Oct.NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,
Panama and Cuba.
"HONOLULU MARU" ... Friday, 14th Oct.NEW ORLEANS LINE via SUEZ,
"BORNEO MARU" ... Friday, 21st Oct.JAPAN PORTS—Shanghai, Kobe & Yokohama.
"BURMA MARU" ... Wednesday, 23rd Sept.KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-
tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K.
wharf near the Harbor Office.
"AMAKUSA MARU" ... Sunday, 2nd Oct.TAKAO via SWATOW & AMOY
"BORNEO MARU" ... Sunday, 16th Oct.

For sailing dates and further particulars please apply to—

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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
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Reduced Fares. Cargo booked through to all Australia, New Zealand & Tasmanian Ports.
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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Self
AMOY & SHANGHAI	"SOOCHOW"	On 29th Sept.	"Dinghai"
MOIHOW, PAKHOI & H'PHONG	"KAIPOH"	On 30th Sept.	2 P.M.
SHANGHAI & TIENTSIN	"YINGHONG"	On 1st Oct.	4 P.M.
SHANGHAI	"SUIYANG"	On 1st Oct.	4 P.M.
SWATOW & SINGAPORE	"LIANGHONG"	On 2nd Oct.	10 A.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 3rd Oct.	4 P.M.
SWATOW & BANGKOK	"KWANGCHOW"	On 4th Oct.	10 A.M.
SHANGHAI	"SZECHUEN"	On 4th Oct.	Noon.
SHANGHAI & TIENTSIN	"SUNNING"	On 5th Oct.	Noon.
SHANGHAI & TIENTSIN	"SHANG"	On 6th Oct.	4 P.M.
SEWCHWANG & TIENTSIN	"CHINLIANG"	On 8th Oct.	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO—
Excellent Saloon accommodation. Amidships. Electric Fans in Saloons and
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S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th

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S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 1st 10 A.M. ... Oct. 23rd Arrive San Francisco

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "COAST" Oct. 15th

S.S. "MONTAGUE" Nov. 11th

S.S. "ABERCOSS" Dec. 7th

Through Bills of Lading issued to Overland Common points.

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and other JAVA PORTS.

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FOR SINGAPORE DIRECT.

S.S. "CADABETIA" Sailing Sept. 29th.

S.S. "LAKE ONAWA" Sailing Oct. 16th

FREIGHT ONLY.

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OFFICES.

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SCHODACK" 29th Sept.

S.S. "JADDEN" 15th Oct.

For freight space and particulars apply to—

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Regular Sailings to Boston and/or New York by the

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S.S. "GARLIC PRINCE" ... (via Suez) Nov. 1st

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